

## RAILWAY JOTTINGS.

LOCOMOTIVES are to be substituted on the London and Birmingham line, for the stationary engines employed in pulling up the trains at the incline from Euston-square to Camden Town.—Locomotives in general are, nevertheless, about to receive their 'death-blow' in the 'turning of a crank' by the powerful hands of 'the National Philosopher,' who lately, if we mistake not, threatened, by regular advertisement in the *Times* newspaper, to demolish everything and everybody on the shortest notice. That he is to demolish the locomotives, at all events, and thus, too, to 'hobble Hudson,' as he expressively renders his fell design, there can be no mistake; for the *Gateshead Observer* has been nonpareil with a 'private view' of the 'remarkably simple' means by which the mighty end of superseding the locomotive is sure to be accomplished. By the mere "turning of a crank," as we have just intimated, two or three men, or the National Philosopher himself, "will move a train at the speed of greased lightning, as the Americans would say." Mr. Martin has been of course congratulated on the eminency of his great and primitive mechanical achievement.—In the case of Chilton (Queen's counsel) against the London and Croydon Company for compensation, on account of false imprisonment and trespass, in circumstances already well known to have resulted from the loss of a ticket, the jury, in the Court of Exchequer, have just returned their verdict in favour of the plaintiff, damages 500*l.*—Attempts are now being made to supersede the old atmospheric system by means of Clarke and Varley's newly-invented tube of wrought sheet-iron, by the elasticity of which, the opening along the top is closed air-tight, while by means of four wheels placed horizontally beneath the engine, and acting on two rails laid on either side of the tube, it is opened during the progress of the engine, half an inch in width, and about eight yards in length; thus affording space for the passage of the steel-sheet connected with the piston. The chief advantages aimed at are, the absence of leakage and of any necessity for using wax, &c., for closing the valve; the durability of the tube, which is even said to be improved by working (f); and the diminution of expense, the cost being only 2,000*l.* a mile. Successful experiments are reported.—The Southampton and Dorchester line, which is to be opened within a fortnight, has been constructed within twenty-nine months by Mr. Peto from the designs of Captain Moorsom, and under his direction, at a cost of about 9,000*l.* a mile. The line is only partly double, though prepared so as to be readily doubled throughout. The only noticeable works in its course are a number of viaducts, which have been constructed of timber. A line on both the narrow and the broad gauge between Dorchester and Weymouth, is provided for by the Acts of Parliament for the Wilts and Somerset, the station of which, at Dorchester, is to adjoin that of the Southampton Company.—That portion of the South Devon line from Newton to Plymouth is nearly completed, together with the electric telegraph, which is finished nearly to the Tintinn station. The station, says the *Plymouth Journal*, is rapidly progressing, under the active hands of nearly 70 carpenters and masons, while about 200 labourers are forming the approaches.—On the Trent Valley line, which is laid throughout on sleepers of timber—the wood used for this purpose being usually either larch or Scotch fir, or a foreign wood called *hématac*, which is very much liked for this purpose,—all the sleepers have undergone a patented process, something like kyanising; having been subjected to immersion, and also to great pressure; in a preparation in which gas-tar appears to be a principal ingredient, at the works of Mr. Betbell, the patentee, near Nine Elms.—The New Holland branch of the Manchester, Sheffield, and Lincolnshire line, and the portion between New Holland and Grimsby, are in an advanced state of progress. The dock, now being formed at the Grimsby terminus, embraces an area of water space a mile in circuit, and hence considerably larger than that of all the existing docks and basins at Hull put together. Considerable progress has already been made with that work, and the immense coffer dam, which is to inclose, and keep out the sea from, the whole of the work,

and which is upwards of a mile and a half in length, and includes an area of no less than 130 acres, is three-fourths completed. Mr. Linn is the contractor for that dam, as also for both the dock and the pier at New Holland; and Mr. Rendel is the consulting engineer. The dock at the latter point will take in both sides of the present haven, and will comprise three times as much space. There will be a strong embankment on each side, and the new pier, which will be 500 yards long, and terminate in the T form, in six feet water at low water of spring tides, will be on the west side of the dock, and a few yards westward of the present jetty. A line of rails is to be laid along its surface, so that passengers will land and embark at the terminus, where a spacious shed and platform are to be formed for the purpose.—On Thursday week, the viaduct of the Waterford and Kilkenny line, crossing the Dublin road at Aughmalag, near Kilkenny, fell, while at least fourteen persons were working on it, all of whom have been more or less severely injured. Upon arriving at Aughmalag, says the *Kilkenny Moderator*, a most distressing spectacle presented itself. The western stone face of the arch which crossed the road remained, but the entire of the brickwork and the other stone face lay in a heap, blocking up the passage. It appears that a small portion of the brickwork gave way the previous evening, but the upper surface remaining apparently uninjured, the workmen proceeded to labour on the top, as usual, in the morning, and continued there till twelve o'clock, when the weight of a horse and earth-waggon reduced the whole in an instant to ruin.—On the Belgian National line, on the 11th inst., H. M. the Queen of the Belgians narrowly escaped destruction in a violent collision of trains, during which two officers of her suite and a servant were seriously injured, one officer having had a rib broken, the servant an arm. Her Majesty, however, fortunately escaped without the slightest injury.—The whole of the extensive buildings, including Founders' Hall and Chapel, in Founders' court, Louthbury, fronting the Bank of England, are being demolished, the Electro Telegraphic Company having purchased the property for the formation of their central metropolitan station.

## NOTES IN THE PROVINCES.

The Windsor Castle and Town Improvement Bill, Lord Morpeth has obtained leave to bring into the House of Commons.—The late Mr. Beckford's tower was "knocked down" by the hammer of the auctioneer on Monday week, together with an acre of the land surrounding it, for the almost nominal price of £1,000. The purchaser is Mr. Wm. Knott, the landlord of the Freemasons' Tavern, Abbey Green, Bath.—The surveyor of the Bedford Improvement Commissioners lately reported that some parties in the town had been using asphaltic felt for covering roofs; and, as it was a cheap article, he had no doubt it would be much used if the commissioners did not interfere to prevent the use of an article both dangerous as far as fire was concerned, and contrary to the provisions of the Improvement Act. On reference to the Act, it was found that the statement of the surveyor was correct, and an order was thereupon passed for notice to be given to parties to remove the felt and substitute a proper material, according to the provisions of the Act.—The brickmakers of Cambridge struck on Monday week for an increase of wages.—The proposition for the formation of a museum at Bury St. Edmunds is said to be progressing in the right direction.—It has been resolved to drain certain parts of the town of Bangay, and to ascertain the expense of carrying out a general plan of sewerage.—The Liverpool Health Committee have in contemplation a comprehensive re-arrangement of the sewerage there too. Their surveyor, Mr. Newlands, with a staff of assistants, has surveyed the levels, and prepared a plan for the proper sewerage of the whole through three main sets of sewers. The Building Act, of course, provides for the house drainage being effectually carried out. Mr. Newlands also projects the abolition of cesspools, and to substitute for them, even in cottage property, water-closets upon a self-acting plan. Ashpits are also to be dispensed with.—Two houses at Stalybridge, under which a tunnel

for the Manchester and Huddersfield Railway is in course of formation, have fallen from the giving-way of their foundations.—The plans for the alterations at Lancaster Castle are now before the Secretary of State, with an estimate for the work, by Mr. Edmund Sharpe, of about 5,000*l.* In addition to this expense, the erection of two lunatic asylums, and the purchase of land for the same, are being proceeded with.—At a meeting of commissioners held at the Guildhall, Beverley, on the 10th inst., it was resolved, to reduce the price of gas from 10*s.* to 8*s.* 4*d.* per thousand feet.—It has been arranged between the parties who opposed the Sunderland Improvement Bill, and the corporation, that the clause to enable the latter to purchase gas and water works be struck out of the bill.—The Rutherford monument near Gatehouse, Wigtonshire, has been destroyed by lightning. It was a strong structure, 60 feet in length, and cost upwards of 200*l.*—A newly-finished iron-work chimney, 116 feet high, and built of brick, at Borrowstownness, North Britain, fell on Monday week, cutting two houses asunder, and killing one poor woman, and severely injuring 8 or 9 other persons, all of whom had persisted in their occupancy, although warned by the swerving of the stalk from the perpendicular a day or two previous to its fall. The damage done is estimated in all at 1,000*l.* or 1,500*l.*—From a return lately issued by order of the House of Commons, it appears that the total average daily number of persons employed on relief works in Ireland during the week ending 24th of April was 474,650, of whom 451,237 were employed on roads, and 23,413 on drainage. The total cost was 138,675*l.*; the cost of labour being 120,472*l.*, and that of superintendence charged to salaries 13,133*l.*, and charged to Government 5,070*l.* The number employed in Leinster were 20,442; in Munster, 215,837; in Ulster, 51,954; and in Connaught, 136,437.—The recent dismissals from the public works are being followed in various quarters by a series of tumults, latterly of a violent and 'very serious nature,' especially in the county of Limerick, although at first the mobs in general dispersed on the promise of being replaced on the works as soon as communication could be had with the proper authorities. Employment, however, or rather amusement and wages, having been so long provided by the government, a continuance of these is now demanded as a right, while the most sovereign contempt is expressed for the 'partridge houses,' and the most unmitigated hatred—not to say ingratitude—towards 'those unfeeling committees,' who have been shovelling sterling money by millions into their pockets, and wholesome food by ship-loads into their mouths. The universal cry amongst these truly-injured denizens of what a Scottish journalist, Mr. Chambers, regards as a country smothered into inanity, like a spoiled child, with too much 'coddling,' is, 'Down with the English.' We thought, says the *Gateshead Observer*, with a surprise quite natural, that the cry was 'Down with the Dust.' The Dust, however, is already down, and now it is time to kick it up again into the faces of the 'unfeeling' Saxons.—The Limerick labourers have 'resolved not to accept the ration administered under the out-door relief-bill;' and they are determined to 'meet and let death or glory be their motto.' By the latest accounts 'a violent spirit of insubordination' had displayed itself in County Clare as well as in Limerick County, and collisions with the constabulary have led to fatal consequences.

TO REMOVE GLASS FROM OLD SASHES.—Sir,—In answer to your correspondent for a receipt to take out glass, I have used the following:—American potash three parts, and one part unslaked lime; lay it on both sides with a stick, and let it remain twenty-four hours; the putty will then be soft enough to cut out easily. It will also take off tar and paint, as I had an occasion to prove in this neighbourhood, a gentleman having tarred the inside of his cottage in spite about three years since. The person who has recently bought it employed me to make alterations. The painter refused to undertake cleaning the tar off; the above receipt I used, and took the whole paint and tar off as clean as if the doors had not been painted at all.—Yours, J. G., Croydon.